THE MARINE RECORD.

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Maritime Law.

DAMAGE TO CARGO—UNEXPLAINED CAUSE.

U. S. District Court, Southern District of New York.

The burden being on the carrier to show that damage to cargo as the result of an excepted peril, he is liable, where he has received cargo in good condition and delivered it damaged, and is unable to explain how the damage occurred.

Circuit Court of Appeals, Second Circuit. Dec. 14, 1891

General Average—Voluntary Stranding—Saving of Life—Where the master of a vessel, which was dragging her anchor in a gale and in danger of going ashore, slipped the cable, and voluntarily stranded her, in substantially the same place, under the same conditions, and with the same result to her cargo, as must necessarily have soon resulted from her dragging anchor, held no case of general average. 46 Fed. Rep. 125, affirmed.

In Admiralty. Appeal from a decree of the District Court of the United States for the Southern District of New York, dismissing the libel of the libelant. Affirmed.

The schooner Major William H. Tantum, loaded with a cargo of iron, went for refuge inside the Delaware breakwater, September 8, 1889. The bad weather developed into the great storm of September, 1889, and the vessel gradually dragged her anchors, until the 10th, when some of her anchor chains gave way, and at 4 o'clock in the afternoon but a single one remained, and the vessel was drifting towards the beach, broadside on. In this situation, her master, fearing for the lives of those on board, determined to slip his cable and run ashore, head on. The cable was accordingly slipped, and the vessel, without canvas, paid off and went head on the beach, afterwards turning broadside to the sea and becoming a total loss. Part of the cargo was saved and forwarded to its destination. The ship-owner claimed a general average and brought this suit against the cargo-owner to recover $2,939.03, the amount charged against the cargo by the average adjusters. The District Court held that the act of the master in slipping his cable was done for the purpose of the saving life, and with no other motive, and therefore dismissed the libel. 46 Fed. Rep. 125. The libelants thereupon appealed to this court.

Before WALLACE and LACOMBE, Circuit Judges.

PER CURIAM. At the time she slipped her cable the Major William H. Tantum was on the eve, not of foundering in deep water, as her counsel contends, but of going ashore. Her hatches were not even started, she was making no water, and, at the rate at which she was drifting, all the indications were that she would, in a few minutes, ground on the beach to leeward of her, broadside to the seas. The master slipped his cable and thus hastened the end, not averting any imminent peril of foundering in deep water, selecting no more favorable locality for stranding, and, though she struck bow on, swinging afterwards broadside to the seas; in other words, as the learned District Judge expresses it, stranding her "substantially in the same place, under the same conditions and with the same result to the cargo," though by striking bow on there was secured a better chance to save the lives of all on board. No case of general average is made out. The decree of the District Court is affirmed, with costs.

Circuit Court of Appeals, Second Circuit. Nov. 7, 1891.

1. Demurrage—Failure to Protest—Laches.—On claim of demurrage it was shown that neither the charter nor the bill of lading contained any provision as to demurrage; the master made no formal protest against the delay, but signed without objection the bill of lading, and did not bring suit until long after. Held, that demurrage could not be recovered.

2. Accord and Satisfaction—Retaining Check—Protest.—A master of a vessel received from the charterer a check, which charterer claimed was in full payment of the master's claim for demurrage. The master retained the check, but notified the charterer that it was not sufficient and that he would sue. Held, that his retaining the check was not an accord and satisfsction.

In Admiralty. Appeal from a decree of the District Court of the United States for the Southern District of New York, dismissing the libel of the libelant.

The respondent chartered libelant's schooner to carry ice from Richmond, Me., to New York. The vessel arrived at Richmond August 27, 1890, and her master at once gave notice of his readiness to load. The loading was not completed until September 10. Libelant claimed that five days would have been sufficient in which to load, but it appeared that he made no formal protest against his detention. Neither the charter nor the bill of lading contained any provision in regard to demurrage, and the master signed the bill of lading without protest. He also made no complaint on his arrival in New York, or at any time until the commencement of this suit. The District Court dismissed this part of the libelant's claim. There was also a further claim by the libelant for demurrage at Poughkeepsie. The respondent admitted some liability, and gave the master a check for $125. The latter retained it, but did not agree to accept it in full settlement or to retain it. He also notified the charterer that he would sue. On suit being brought, respondent claimed that the retaining of the check by the master was an accord and satisfaction. The District Court declined to sustain the claim and awarded judgment to the libelant for $484 demurrage, less the $125 already paid, and both parties appealed to this court.

Before WALLACE and LACOMBE, Circuit Judges.

PER CURIAM. There is no merit in the claim of the libelant for the detention of his vessel at Richmond. He was aware of this himself, and did not assert any such claim in his conversations with the respondents, but insisted upon compensation for the detention at Poughkeepsie. The respondents, recognizing their liability for the detention at Poughkeepsie, tried to induce him to accept $100 in full. He refused and they handed him a check for $125. When he read it and saw the amount he told them it would not satisfy the owners, but they insisted upon his keeping it, telling him, if he found it did not satisfy the owners, to return it, and he replied that he would sue them. Not only did he promise to accept the check in full settlement, but he did not expressly promise to return it. If his conduct led them to suppose he would return it before suing them they have lost nothing by his omission to do so. Even if he had expressly promised to do so, his subsequent neglect or refusal would not afford the respondents a defense. He was entitled to a much larger sum, and nothing short of an accord and satisfaction, or the acceptance of the check as a discharge in full, is a release. The decree is affirmed, without costs of this court to either party, both parties having appealed, and the cause is remanded to the Circuit Court with instructions to enter a decree accordingly, with interest.

NOTICE TO MARINERS.

UNITED STATES OE AMERICA—NORTHERN AND NORTHWESTERN LAKES.

Sheboygan Pierhead Range-Light.

Notice is hereby given that on or about April 25, 1892, a fixed red lens-lantern range light will be established, on a post 22 feet high, on the outer end of the north pier at the entrance to Sheboygan Harbor, Lake Michigan, Wisconsin.

The light should be visible in clear weather 2 or 3 statute miles, and with Sheboygan Pierhead Light will form a range showing the direction of the piers and the course to be followed in entering the harbor.

Point Betsey Light.

Notice is hereby given that, on or about April 23, 1892, the characteristic of the light at Point Betsey light station east shore of Lake Michigan, Michigan, will be changed from fixed white, varied by a white flash every 90 seconds, to flashing white every 10 seconds. The order of the light will not be changed. By order of the Lighthouse Board. JAMES A. GREER, Commodore, U. S. Navy, Chairman. Office of the Lighthouse Board, Washington, D. C. March 29, 1892.

CANADIAN TONNAGE.

Special Correspondence to The Marine Record.

TORONTO, CAN.—According to the annual report of the Dominion Department of Marine, the total number of vessels remaining on the register books of Canada on the 31st. December, 1891, including old and new vessels, sailing vessels, steamers and barges, was 7,015, measuring 1,005,445 tons register tonnage and being an increase of 24 vessels, and a decrease of 19,499 tons register as compared with 1890. The number of steamers on the registry books at the same date in 1890, was 1,433, with a gross tonnage of 221,679 tons. Assuming the average value to be $30 per ton, the value of the registered tonnage of Canada on 31st. December would be $30,164,250. The number of new vessels built and registered in the Dominion of Canada during the present year was 312, measuring 52,145 tons registered tonnage. Estimating the value of the new tonnage, at $45 per ton, it gives a total value of $2,346,525 for new vessels. The number of tons of new vessels is included in the total register tonnage of 1,005,475, and in the total value of $30,164,250. The registered tonnage is less than it was in the years 1874, 1875, 1876, 1877, and less in fact than it has been in any one year since 1873.

STANDARD TECHNICAL BOOKS.

	Regular Retail Price.	With The Marin Record one Year
Beeson's Inland Marine Guide	$1.00	$2.50
Law of Bills of Lading	5.00	6.50
Patterson's Nautical Dictionary.	5.00	6.50
Drawing & Rough Sketching for Engineers by James Donaldson	2.50	4.00
Scott's Coast Pilot (new edition)	2 00	3.50
Simple Elements of Navigation	2.00	3.50
"Wrinkles" in Practical Navigation	6.00	7.50
Practical Seamanship	7.50	8.00
Thurston's Manual of the Steam Engine, part 1	7.50	9.00
Thurston's Manual of the Steam Engine, part 2	7.50	9.00

United States and Canadian charts and any publication on Navigation, Shipbuilding, Engineering, etc., etc., will be supplied at proportionately low rates. Address THE MARINE RECORD, Smith & Swainson, Publishers, 144 Superior St., Cleveland, Ohio.

A NEW piece of machinery to expediate the delivery of armor plates for the new war ships will shortly be added to the great steel plant of Carnegie, Phipps & Co., Pa. It is a steel saw weighing 110 tons, that will cut a nickel-steel armor plate as an ordinary saw cuts a plank. The armor plates range in weight from eight to thirty-eight tons, and reach a length of 20 feet, and a thickness of 20 inches. This saw has a blade 8½ feet in diameter, geared from above and revolving horizontally. The armor plate is placed on a tilting table, which is adjustable to any angle and presented to the edge of the saw endwise. The forward motion of the carrying table thrusts the plate steadily against the teeth, and an angular slab of cold nickel-steel weighing perhaps a dozen tons is taken off like the slab off a pine log. It will be used also for cutting plates into any desired dimensions.

(ORGANIZED 1880.)

CLEVELAND VESSEL OWNERS' ASSOCIATION.

(Membership 1892.)

One hundred and sixty-three steamers, and One hundred and forty-four sail and barge, } Aggregating 208,127 tons.

Maintains shipping offices at Cleveland, Ashtabula Harbor, Fairport and Toledo. Regulates wages, protects crews and takes cognizance of all matters in the interest of the members and of the lake commerce generally.

OFFICERS:

H. M. HANNA, - - - - - - President.
M. A. BRADLEY, - - - - - - Vice-President.
GEORGE P. MCKAY, - - - - - Secretary and Treasurer.
H. D. GOULDER, - - - - - - Counsel.

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THE MARINE RECORD.—Official Paper.

NEWS AROUND THE LAKES.

CLEVELAND, O.

Mr. Valentine Fries, of Milan, O., a prominent vessel-owner, was in the city Wednesday on business connected with his vessel property. Mr. Fries is an upright, self-made man, who is quoted as a millionaire. His wealth has all been earned through steady, hard work.

The Floating Bethel during the month preceding the opening of navigation has for the past fourteen years given a free supper to the seamen who come to this port to ship. Last Sunday the president, Miss Miller, and several members of the Minute Girls, also Capt. Thomas Wilson and Mrs. Wilson, attended the 4 p. m. service and gave the chaplain a check for $25 to help on the work. The quarterly report of the Floating Bethel shows that 9,162 people attended the meetings. Groceries and other necessaries and twenty tons of coal were given in extreme cases.

Mr. William Johnson of Liverpool, Eng., an extensive owner of steam vessel property, visited the city on Tuesday and was introduced to the most prominent vessel men. He is now on his way to Superior, Wis., to make an examination of the whaleback type of vessel, out of this visit may come a direct transatlantic service. The Johnson firm control nearly forty steamers of large dimensions, and if there is any money in a "whaleback" connection, the wily Britisher will no doubt be willing to join forces with Capt. McDougall. Mr. Johnson is a most affable and business-like gentleman, and impresses one with the belief that he is in commercial circles to secure the "plums" if there are any to be gathered, and as this is not his first trip over the lakes, he probably means business, although anything regarding future developments could not be learned during his brief stay at this port.

At the yards of the Cleveland Shipbuilding Company the freight monitor Andaste, launched last week, has received her engines and boilers, the after house is all plated, and the deck is being laid, there will be no loss of time on the finishing work, and she will be ready for business in about two weeks. The second monitor, No. 17, to be named the Choctaw, is now all plated, and will probably be ready for launching towards the end of this month. The $14,000 repair work on the light-house tender Dahlia has made her practically a new boat; she will take on coal to-day and proceed to Detroit. The new lighthouse tender Amaranth, built by the Cleveland Shipbuilding Company, will leave for Detroit next Monday. Repairs and new work on the large freight steamer Onoko have been completed, and the Cumberland has just received new cylinders, air-pump and condenser and new crank pins. A keel will be laid for another monitor on the ways which the Andaste has just vacated.

Mr. R. K. Winslow, who has been under the weather during the past few weeks, is around again attending to business, although he is not to say robust.

Masters and engineers are leaving this port daily to fit out their craft wintering at other ports.

Coal freights are nominal and a five cent. limit is bandied about with few takers. Milwaukee is quoted at 55 cents; Escanaba 50 cents to 45 cents; Port Huron 35 cents, and Detroit river 25 cents. There has been a considerable amount of coal placed at opening rates, though it would seem that some proviso was made on the rate, as the above low quotations do not seem to interest those owners very much who have already loaded their vessels.

The Cleveland Yacht Club held a special meeting last night. The plans for the new club house were approved and the building committee instructed to receive estimates and bids for the erection of what will be, when completed, the finest club house on the chain of lakes. Members were furnished blue prints of the building on which to solicit stock. It is expected that the house will be finished by the latter part of July.

Compass Adjusters George A. Simpson, Frank Morrison, and Jack Beverly visited port this week and are now ready for any work that they may be required to undertake in the adjustment of ships' compasses.

At the yards of the Globe Iron Works Co. the light-house tender Lilac, No. 44 and launched last week, is undergoing her finishing work. No. 45 is the Columbine, a sister boat to the Lilac, and destined for service on the Pacific Coast, the former vessel going to Portland, Me., and the Columbine to Portland, Ore. No. 46 is the handsome steel steam yacht Comanche, now well on towards being fitted out complete. No. 47 is the large steel freight steamer building for Samuel Mitchell, of Negaunee, under the able superintendence of Capt. Wilford, of Lorain. She will have a carrying capacity of 2,800 tons and be launched next Saturday, April 9th. No. 48 is the steel steamer Mariposa, building to the order of the Minnesota Steamship Company, and of the following general dimensions: 348 feet over all, 330 feet keel, 45 feet beam, and 24 feet 6 inches molded depth. She is now all plated, and is having her deck houses put on previous to launching. Her sister ship is being built by the Chicago Shipbuilding Company and will be named the Cadillac. W. G. Mather, of this city, has also a fine steel steamer being built at the Chicago yard. No. 49 is the steel steamer Schuylkill, building to the order of the Anchor Line, of Buffalo, she is all in frame, and her plating is now well along. Her dimensions are 292 feet over all, 275 feet keel, 40 feet beam, and 26 feet molded depth. The foregoing represent a fleet of six high classed steel steamers, and a diversity of tonnage, as shown from one of the handsomest steam yachts afloat to United States light-house tenders, modern freight steamers of large dimensions and carrying capacity, and the "straight-back," though perhaps better described as a sheerless hull, buildingfor the Anchor Line. An old time "flatfoot," could always guage the best way to wash decks, and would begin either in the ends, or amidship if she was slightly hogged, but the straightbacks, monitors and whalebacks would certainly pall his cunning, in so far as the washing decks in fine weather was concerned. At this rate of new devices and models in shipbuilding, it can only be a few years until a trip may be made under the surface, with certain places mapped out to come up and blow.

CHICAGO, ILLS.

Special Correspondence to The Marine Record.

Navigation opened up at this port April 1st in good shape. The steamers Robert C. Wente and Ida E. having arrived here from Manistee with lumber.

The steambarge M. F. Butters, Capt. Louis Oleson, with the schooner Ralph Campbell in tow, left here light for Ludington, March 30th, being the first lumber carrying vessels to leave Chicago this season.

The Goodrich Co.'s steamer City of Racine arrived light from Manitowoc on the 4th April and left here the same evening for Grand Haven and Muskegon, the first boat of the season.

The steamer Petoskey of the Seymour Line arrived on the morning of the 5th April from Manistee with sundries and left here for Northern Michigan ports the same evening.

A large number of Chicago vessel owners have signed a contract with the Marine Workers Organization, who have established a shipping office at rooms 12 and 13 No. 242 South Water street. John J. Dolan is the president, and Ben C. Smith secretary and shipping-master. It is agreed that wages shall not be less than $1.75 per day during the season from April 1st to September 1st, on the basis of lumber freights from Menominee, Mich. being $1.50 per M feet, and to be advanced on the scale of one shilling freight and one shilling wages as freights may advance from the same place, and the same wages to apply and govern all other points, and it is understood that a difference of 25 cents per day less shall be paid on tow barges than is paid on sail vessels as seamen's wages; that wages be increased 25 cents per day for the month of September and 50 cents for the balance of the season, and optional to make a trip scale of wages from 1st November to the end of the season.

John J. Dolan, president of the Marine Workers' organization, is making a tour of the lakes for the purpose of organizing with vessel owners on the principle of live and let live, so that both can live when freights are low and share together when freights go up.

The steambarge L. Worthington is at the Chicago Dry Dock Co.'s dry dock receiving her new engine.

Capt. W. G. Phelps arrived here from Saugatuck last Thursday to take charge of the steambarge E. E. Thompson. Capt. Phelps has been suffering from rheumatism nearly all the winter.

Capt. Paul Howell, of the steamer Imperial, is here looking after the general repairs, fitting out and loading of the Bradley fleet, in winter quarters at this port.

The steambarge D. W. Powers, Capt. Simon O'Day, arrived here Saturday night with lumber from Muskegon, the first arrival from that port this season. Capt. O'Day reports very low water at Muskegon. It took him several hours to come out of the harbor stern first and a tug assisting him.

The steamer Saugatuck arrived here Monday morning with lumber from Pentwater, the first arrival from that port this season.

The splendid new steamer Edward Buckley arrived here from Manistee with lumber Sunday. It is her first trip. She was built at Manitowoc by Burger & Burger, shipbuilders, and launched last fall. She is a grand looking steamer and Capt. Charles Gnewuch, who is commander and part owner, is very proud of her.

Capt. J. S. Dunham, Hugh McMillan and T. T. Morford, who attended at Washington, D. C., as representatives of the Chicago River and vessel interests last week, made a determined stand against the Illinois Congressmen, who went there for the purpose of having the Chicago river turned over to the city authorities. They fought the Congressmen to the bitter end and gained a great victory over them, so that the Chicago River will remain under Federal control, and not be placed in the hands of boodlers and despoilers.

The schooner Hattie Hutt, going down the river light Monday morning in tow of the tug O. B. Green, collided with Twelfth street bridge and carried away her jib-boom. Capt. Hanson, her owner, will look to the city for damages, as the bridge tender swung the bridge towards the schooner instead of opening it properly.

The schooner Winnie Wing, light, going out in tow of the tug Crowell Monday evening, collided with one of the Lehigh Valley steamers, laying at their dock near the Illinois railroad bridge. The schooner had her main and main topmast and fore topmast rigging carried away and was compelled to stay in port for repairs.

Thomas Elderkin has again been appointed president of the Seamens' Union at this port and D. Robertson secretary, and wages have been put at $2 per day from the 1st of April.

The Vessel Owners' Towing Co.'s tug Calumet towed the barge Mabel Wilson from Milwaukee last week to load grain at this port.

The Vessel Owners' Towing Co. have removed from the basement at 240 South Water street to more commodious offices upstairs in the same building.

Capt. W. E. Ladner left here last Thursday night to join and fit out the steambarge A. D. Hayward, in winter quarters at Escanaba. She will make her first trip this season from Escanaba with lumber to Chicago, and will then go to Oscoda for lumber and return with two barges lumber laden. She will tow the barge Peshtigo during the season. WILLIAMS.

BUFFALO, N. Y.

Special Correspondence to The Marine Record.

BUFFALO, N. Y.—Nothing has been done yet toward establishing coal rates, but several charters have been made at the opening figure, whatever that may be. The Northern Line steamers North Star, North Wind, North King, Northern Light and Northern Queen have been engaged to load at the Reading docks for Duluth, and the Majestic at the Pennsylvania pockets for Chicago.

The barge Ogarita, which was in the Arctic tow last season, has been sold by the Penokee Lumber Co. to Connelly Bros., of this city; the price is said to be $12,000.

The excursion steamer Riverside was launched at Beach Rock Monday afternoon. She is 96 feet over all, 90 feet between uprights, 19 feet beam, and her molded depth is 6 feet 6 inches. Power is furnished to a 14x16 single high pressure engine, made by David Bell, by a Riter boiler 6 feet shell and 10 feet long. The Riverside will carry 400 passengers and will be ready for business by the last of May.

The Buffalo steamer Vision, which has been running all winter on New York Harbor between the Battery and Bay Ridge, has been chartered to Philadelphia parties for 100 days, beginning June 15. The terms of the charter are $2,000, the chartering parties to supply the crew complete.

The steamers Brazil and America are likely to be the first out of this port. They have 400,000 bushels of wheat to bring from Toledo at 2 cents at the opening of navigation and are all fitted out ready for business.

Capt. McMurray has left the Niagara and taken command of the Shrewsbury, which is rapidly fitting out.

The Buffalo Harbor Tug Pilots Association last week initiated Captains A. R. Booth and M. N. Byrnes. This organization, taking out their charter only this year, has now 63 members, and has adopted a blue pennant, which flies on every association tug in the harbor. Each captain belonging to the organization is assigned a number, which appears on the flag of his tug.

There are now 900 men at work on the Erie Canal on sections 8, 9 and 10, between Buffalo and Clyde; 200 men have been placed between Lockport and Sulphur Springs, a distance of only five miles, which is a very bad stretch of the canal.

The well-known firm of Russell & Watson, signal lamp manufacturers, have secured the outfits for all lamps

and galley utensils for the two new steel steamers Cadillac and Maitana now building at the yards of the Chicago Ship Building Co., also the lamp and galley outfits for the three large boats being built by Capt. James Davidson, Bay City, Mich. This old established and thoroughly reliable house manufactures only the best; and strict business dealings have always characterized the firm.

Capt. August Jean has put the barge Kingfisher in first-class shape this winter, having expended $2,800 on her in new work, she has had an entire new bow, including stem, frames and outside planking and is now ready for a brisk season's work.

Hand & Johnson have announced their list of tug captains for 1892 as follows: Tugs R. H. Hebard—Capt. Patrick Linn, Engineer Thomas Reilly; Townsend Davis—Capt. George Napier, Engineer Thomas Ryan; W: I. Babcock—Capt. W. J. Doyle, Engineer Thomas Lovett; Grace Danforth—Capt. John Whalen, Engineer Daniel Mahaney; John Johnson—Capt. Joseph Lawson, Engineer Henry Bullard; James Byers—Capt. Alexander Walters, Engineer James Reilly; Lorenzo Dimick—Capt. James Hazen; Engineer Elmer Hand. There have been some changes in the Maytham's Line and the appointments will not be made for several days yet.

TORONTO, ONT.

Special Correspondence to the Marine Record.

TORONTO, ONT.—The ice disappeared from the harbor on Tuesday of last week, so that this port is now completely clear for navigation. The water is extremely low this spring, being 2 feet 9 inches lower than at this time last year, and as yet there is no indication of a raise. In the eastern gap, where so much money has been expended during the last three years in making a channel, the water is only about 7 feet deep, the winter's gales having washed a great quantity of sand into the dredged cut, but as soon as the piers are out to the distance contemplated in the plans this difficulty will be overcome and a depth of 16 feet will be given. Capt. James Murray, who has the contract for the work, had two dredges started to work on Monday.

Work on the tug Jackman's boiler was completed last week and everything about it has proved very satisfactory.

The schooner Van Straubenzie arrived from Charlotte last Wednesday, loaded with coal for the Ontario Coal Co., she being the first vessel to depart and arrive this season. Capt. John Williams will be the lucky man to receive the new hat given by the harbor master to the captain of the first arrival.

The lights at Gibraltar Point and Queen's Wharf were lighted on the first of the month and the buoys will be put in position this week.

Representatives of the Dominion Trades and Labor Congress interviewed the Minister of Marine last week and were assured by him that the act providing for the inspection of the gear and tackle of ships would come into force on April 1, and that the present inspectors of hulls and rigging would be clothed with the power of inspection under the act. This will be in addition to the inspection of steamers, so that our hull inspectors will have their hands more than full to attend to the new work given them.

The Polson Iron Co. are building a 1500 horse-power engine for the Grand Trunk car ferry Lansdowne.

The steamer Garden City will be launched next Saturday from the shipyard of Doty & Co. The steamer Lakeside will bring a large party of excursionists from St. Catharines to witness the launch.

The schooner Laura loaded lumber at the Northern Railway Co.'s docks and left for Oswego on Tuesday. The schooner Clara Youell will also load lumber for the same port and will clear about Thursday The Lady Macdonald, Capt. Dave Ewart, loaded barley and cleared for Charlotte on Saturday.

The question of the rebate on canal tolls has been settled at last, as the issue of the Canada *Gazette* of the 4th inst. contains the following: "That a refund be made of a portion of the canal tolls be collected on wheat, Indian corn, peas, barley, rye, oats, flaxseed and buckwheat, which have been carried through the Welland Canal and the St. Lawrence canals to Montreal, or to any port east of Montreal, in all cases where the products so carried are exported, and in such cases only; that this rebate be such as to reduce the tolls to two cents per ton of the products, or any of them, and that the conditions of such refund be the following: That the products aforesaid on which the rebate of tolls may be claimed shall be known to have been originally shipped for Montreal, or for some other port east of Montreal, and shall be shown to have been carried to Montreal, or some other port east of Montreal, and actually sent out of the country; that the right to this rebate shall not be lost by reason of intermediate transhipment, provided that the place of such transhipment is one within the Dominion of Canada; that the right to this rebate shall extend to any portions of cargoes lightered at Port Colbourne and reshipped at Port Dalhousie, and also to shipments made from any Canadian Lake Ontario port; that payment of the amount to be refunded be made from time to time, as cargoes of the said products are dispatched for export from Montreal, or from some port east of Montreal; that this order in council remain in force for the present year (1892) only." SPARTA.

BAY CITY, MICH.

Special Correspondence to The Marine Record.

L. H. McCormick, of this city, has purchased a one-third interest in the steamer E. S. Tice, for $16,000. She will tow the Kingfisher and another barge.

C. H. Bradley reports the following appointments for his boats: Steamer, C. H. Bradley, Capt. C. H. Marsden, engineer Edgar Arnold; schooners, Mary Woolsen, Capt. Wallace Allen; Brightie, Capt. James Brines, and Goshawk, Capt. Michael Nagle.

The Michigan Log Towing Association have made the following appointments for their fleet of tugs: Mocking Bird, Capt. W. A. Bates; Music, Capt. D. Elliott; Resolute, Capt. J. Bushey; Waldo, A. Avery, Capt. Charles Brown; Maud S., Capt. James McCormick.

Capt. Frank H. Danger, of Port Huron, is in port fitting out Capt. S. B. Grummond's recent purchase, the Manistique. She will have new pumps, hawsers, hydraulic jacks and everything else necessary to a complete wrecking outfit, besides two steam derricks and iron ore and coal buckets, so as to be ready to lighten any kind of craft in distress on short notice, making her one of the most complete wrecking tugs on the lakes. She will be stationed at the straits of Mackinaw.

The Marine Iron Works have built and put in position a 20 x 22 compound engine in the tug Music. They are also building one for the Rummage 16 x 24, 22 inch stroke to cost about $2500.

C. H. Klump has given his barge, the James L. Ketchum, a thorough overhauling. She has received new deck frames, stanchions and new deck plank at a cost of $3,000; Capt. Joseph Hall will command her.

Capt. George W. King has gone to Sandusky to fit out the barge Roscius, of which he is owner and master. Capt. Dominic Jean has also left to fit out the barge Amaranth. Both will bring coal to Bay City when coming up for their first load.

Capt. Edward D. Ballentine's brave act in rescuing the crew of the propeller Oswegatchie, on Lake Huron last fall has again received recognition, this time by the Treasury Department at Washington. It is in the form of a silver medal with the following inscription. "To Capt. Edward D. Ballentine for rescuing the crew of the propeller Oswegatchie, November 26th., 1891." A letter from Secretary Foster accompanies the medal.

The Reid Wrecking Co. are having built at Au Sable 200 sections of the Reid bag boom. This boom is to be used in towing logs from Georgian Bay to this city. Each section is composed of seven pieces, three center pieces 56 x 26, two of them 8 feet, and one 4 feet long. To these center pieces are bolted 4 timbers 34 feet long, two of them are 14 x 14 inches, one 12 x 12 and one timber round except one surfaced side. This round timber goes to the bottom, the two 14 x 14 inch form the sides, while the 12 x 12 rides upon the top. This forms a boom about 4½ feet deep, about half of which is below and the other half above the water fastened together with strong chains these sections form a boom which will hold logs in the roughest weather. J. P. R.

KINGSTON, ONT.

Special Correspondence to The Marine Record.

KINGSTON, ONT.—The government has issued an order with reference to the rebate on canal tolls similar to the one in force last year. This allows the rebate of 18 cents per ton on grain transhipped at a Canadian port when bound to Montreal or ports east of Montreal.

The past few days have been very warm and the ice is fast disappearing. On Monday the steamer Pierrepont left her dock and steamed across to Wolfe Island being able, (for the first time in the past twenty years) to reach the dock at Wolfe Island on the first trip. She is now running regular trips on the ferry route and the steamer Maud will commence running to Cape Vincent on Thursday next. The steamer Islander commences running between Clayton and Alexandria Bay on Saturday in connection with the R. W. & D. railway. On Saturday the steamers D. D. Calvin and Armenia belonging to the Calvin Co., will leave with their respective tows for Toronto and Hamilton to load cargoes of timber for Garden Island, and on the same date the schooner Grantham will leave for Toronto for a similar cargo. The Hero will commence ruuring on the Bay of Quinte route on Saturday and the steamer North King on the Port Hope-Rochester route on the 25th.

The contractor has stopped work on the water-works pipe, the civic authoritles refusing to let him connect his pipe onto the old pipe at the shore end. The dispute will now be settled in the courts and the result will be watched with interest by the citizens.

Capt. A. Milligan has been appointed keeper os the new range lights in Kingston harbor.

The water in our harbor is only beginning to rise, being but 5 inches higher than it was last December.

MAGNET.

LUDINGTON, MICH.

Special Correspondence to The Marine Record.

LUDINGTON, MICH.—The Life Saving crew went in commission April 1 at noon, with the following crew: Keeper, Charles Tufts; Jason Pratton, No. 1; Myron Grenell, No. 2; John Nelson, No. 3; Peter Carlson, No. 4; Berndt Carlson, No. 5; Oscar Wilkinson, No. 6; Joseph Mitchell, No. 7. They are the same crew that were in the station last season.

The schooner Tenie and Laura, Capt H. M. Ludwig, was the first vessel to clear from here this spring, on March 29.

The first steambarge to arrive was the M. F. Butters, towing the schooner Ralph Campbell, March 31.

F. & P. M. steamers No. 5 and No. 3, are laying at their dock, being painted and repaired.

Capt. Van B. Ludwig and his brother, Charles, of South Haven, have bought the scow Magdalene for $1,000. Capt. Van B. Ludwig has been in hard luck for the past few years and everybody is hoping that his luck will change for the better. Two years ago he bought the schooner Belle Stevins, sailed her all that season and laid out all he earned to repair her, and the same fall he went ashore at Manistee, Mich., where the vessel went to pieces. Last season he bought the old scow Tallahassee and when he laid up he stowed her sails and outfit in Allen's warehouse; the building burned during the winter and he lost everything.

The tug Lulu M. Ray went in commission last Wednesday. Capt. John Crawford and Engineer Trif La Moran will manage her this season.

Capt. William Paterson has fitted out the tug Sport and will make it pleasant for the boys this season.

Capt. Ed. Udell goes to Manistee, Mich., to pull the bells on the tug Hunter Savage.

Capt. Joe Oliver has commenced to run between here and Pentwater with the passenger steamer George D. Sanford.

NESTOR.

OWEN SOUND, ONT.

Special Correspondence to The Marine Record.

The officers for the S. S. Cambria, which is to run between Port Arthur and Duluth, are as follows: Capt. Marin; 1st mate, James Black; 2nd mate, L. LaFrance; chief engineer, J. O'Reilly; 2nd engineer, Thomas Russel. The chief engineer is a brother to James O'Reilly who was killed on the Campana last summer while in Cleveland.

Capt. James Foote, 1st mate Pete Telford, 2nd mate John Morin, and two wheelsmen leave this week for Sarnia to fit up the steamer United Empire of the Beatty Line.

The tug Aikens is being fitted up for this season's work. Capt. Morrow, the owner, will take charge this season.

The schooner Calliope left Tuesday morning for White Cloud Island for slabs. This is the the first departure of the season.

The fish tug Heather Bill has been thoroughly overhauled and will commence work in a few days. Capt. Donald McDonald, the owner, will take charge again this season.

The south gale we had last Saturday cleared the ice off the bay as far as Griffith Island, much to the delight of the vessel men of this port.

J. Nesbit, chief engineer, and R. Linters, 2nd engineer, have commenced to fit up the Government survey steamer Bayfield.

ANOTHER CANADIAN CRAFT.

Special Correspondence to The Marine Record.

TORONTO, CAN., April 6.—Capt. J. B. Fairgrieve of Hamilton, Ont., is building a steel propeller, the hull of which is well-nigh finished. The new vessel is 180 feet long, 31 feet beam, and will draw, while fully laden, 14 feet of water. She will have a capacity for carrying 40,000 bushels of grain, or 1,400 tons of merchandise. She will be of the best steel, from the Mild Steel Co. of Scotland, and will be sheathed with four-inch elm from the keel to the turn of the bilge. The keel will be sheathed with the same wood, 24 by 7 inches. The wood bottom is for extra safety in the St. Lawrence canals, where it is no unusual thing for laden vessels to touch. Every bit of the steel is shaped and worked and taken to the shipyard marked and numbered, ready to be put in place, and no piece would fit in any place except the one it was made for. The steel is soft and pliable, but the strongest made. It will bend, but not break or crack. The vessel will be steel to the main deck—all the frames and plating, deck beams and stanchions—and above that will be of pine imported from British Columbia. This vessel will be essentially a freight boat, and, it is thought, a fast one, but Capt. Fairgrieve will have a cabin nicely fitted out for private use. The propelling power will be fore and aft ecmpound engines of 250 horse-power. She will be fitted with steam windlasses, capstans and two steam winches for handling the cargo. The steel for her boilers will be from the firm in Scotland who are furnishing the plates, and the boilers will have corrugated flues. The new boat will be ready, it is expected, about the end of May. Capt. Henry Chestnut of Hamilton, for years in command of the Canada, will be the first officer, and John Huff, who has been chief engineer on the Canada, will hold a like position on the new one.

Correspondence.

☞ We do not hold ourselves responsible in any way for the views or opinions expressed by our correspondents. It is our desire that all sides of any question affecting the interests or welfare of the lake marine should be fairly represented in THE MARINE RECORD.

ACROSS THE PACIFIC.

MILWAUKEE, April 2, 1892.

To the Editor of The Marine Record.

Although it seems to be not customary for originators of problems to utter any opinion as to the correctness of the answers received, I herewith publish the solution of my problem, enabling the two contributors that answered same to compare notes.

The shortest distance between any two places on the surface of our globe is the arch of the great circle that passes through said places. And in high latitudes the distance sailed between two places on a voyage along the great circle and a voyage conducted on the principles of middle-latitude or rhumb-line sailing will be considerable, although the latter method allows the navigator to follow up only one course, when, in the former case, the voyage is composed of several courses, unless if running due east or west on the equator, or north or south anywhere. For this problem I have changed my course for every tenth degree of longitude, thus allowing the steamer an average of over 400 miles on each course, but still following the great circle pretty close.

I have constructed a Mercators chart on a scale of one-eighth inch to one degree of the equator, and thereafter sweeped the great circle, according to G. B. Airy's method. Where this great circle intersects the meridian of the given longitude, 151° 12′ W, is the point where the two boats meet, and this is found to be in latitude 44° 28′ N, which again show us that the great circle route lays a good way to the northward of the rhumb line course.

The different time's are determined by reducing everything into Greenwich mean time and the courses given are true. (Careful navigators do not rely on variation tables, as variation is not constant, but controls his compass by azimuths and amplitudes. See Beginner's answer.)

In order to determine the time we have to proceed as follows, using civil time and remember that the moment the Westover crossed the 180th meridian a man in her bow would have had March 8, 6 o'clock a. m., when a man in her stern would have had March 7, 6 a. m.:

Long. 122° 56′ W in time.....	= 8h	9m	36s	
Local mean time of departure....Feb. 21	3h	16m	00s	p m
Greenwich mean time of departure Feb. 21	11h	25m	36s	p m
Long. 151° 12′ W in time.....	= 10h	4m	48s	
Ships apparent time of meeting..Feb. 28	6h	30m	00s	p m
	16h	34m	38s	
Equation of time	00h	12m	40s	
Greenwich mean time of meeting.Mch. 1	4h	47m	28s	a m
Greenwich mean time of departure Feb. 21	11h	25m	36s	p m
Time consumed to p't. of meeting. 7 days	5h	22m	= 173.56h	
Great circle dist. to p't. of meeting			1357 naut. m	
Average speed			7.82 knots	
Great circle distance from San Francisco to Yeddo.....			4476 naut. m	
Actual time required for voyage.. 23 days	20h	23m	00s	
Greenwich mean time of departure Feb. 21	23h	26m	00s	p m
Greenwich mean time of arrival..Mch. 17	7h	49m	00s	p m
Long. 140° E in time	= 9h	20m	00s	
Yeddo local mean time of arrival.Mch. 18	5h	9m	00s	a m
S. Francisco local m. t. of arrival..Mch. 17	11h	39m	00s	a m
Difference in time between the two places is.....	17h	30m	00s	

(Not 6h 30m as Beginner's answer gives it; this is because Yeddo is in east longitude and San Francisco in west longitude.)

The answers will be as follows:

1. The boats meet in latitude 44° 28′ N.

2. By changing course for every tenth degree the courses will be to point of meeting, W 23° N, 386 m, W 19° N, 472 m, W 13° N, 448 m, W 8° N, 51 m, = 1357 miles; and further to destination, W 8° N, 379 m, W 3½° N, 423 m, W 4° S, 423 m, W 10° S, 432 m, W 15° S, 452 m, W 21° S, 481 m, W 27° S, 529 m, total = 4476 miles; middle latitude distance = 4694 miles; difference 218 miles.

3. The Westover is due in Yeddo March 18 5h 9m a. m., Yeddo local mean time, or March 17 11h 39m a. m. San Francisco local mean time.

4. The speed of the other boat is on same principles as before found to be 7.5 knots, the rhumb line distance from point of meeting to San Francisco being 1364 miles, and the time consumed in reaching port being 7 days 14h 7m.

ADOLPH L. FRIETSCH.

DULUTH SHIPPING PROSPECTS.

Special Correspondence to The Marine Record.

It has been years since grain elevators at Duluth have been so jammed with wheat as they promise to be this spring, and the indications are that by May 1st there will be nearly 350 large cargoes in elevators here, while the elevators themselves will be crowded full to overflowing. Never has there been such an influx of grain at this time of year as the present week has shown, and as will continue during and through the months of April. Already this week the receipts amount to 700,000 bushels and the cars on track in the terminal yards of the Northern Pacific, Great Northern and St. Paul & Duluth Railways average about 500 daily. Local grain men now claim that there will be in elevators controlled by the Duluth Board of Trade not less than 20,000,000 bushels of grain by the opening of navigation.

But comparatively little of this wheat is new grain, most of it being already sold ahead for May delivery, so it should not have the effect on the market that it does. Undoubtedly, as a matter of fact, these receipts have a marked tendency to lower the price of wheat at all markets, even though this wheat is all sold ahead, and the market is influenced by the receipts more than it would otherwise be.

The elevators of the Duluth Elevator Co. with a capacity of 4,500,000 bushels, now hold 4,200,000, and are practically full. The elevators of the Lake Superior and Union Improvement Co.'s hold now 6,700,000 bushels and have a capacity for over 4,000,000 more. The elevators of the Great Northern Railway now hold 1,200,000 and have capacity for 2,000,000 more. Some 500,000 bushels of grain is loaded on vessels in the harbor and there is capacity, which will soon be filled, for nearly 1,000,000 more. At some of the elevators additional room is being made for wheat by boarding up the railway track room and heaping that with the grain. In other elevators the floors will be piled twenty feet deep under the bins and room made for hundreds of thousands of bushels in that way. Elevator men are taking every favorable step to avoid a blockade, but fear they will not be able to do so. Duluth has received so far on the crop of last fall 42,000,000 bushels of wheat, and expects to handle in the entire year over 50,000,000 bushels.

Flour stocks are increasing rapidly, the St. Paul & Duluth Road holding in transit 102,000 barrels, other roads 17,000, and the mills 14,000. Production of the two local mills the past week was 16,700 barrels which was all shipped out by rail. Wheat stocks in the Northwest are estimated to be 31,000,000 bushels, besides as much more in farmers' hands, the condition of which is decidedly problematical.

The Cranbery Lumber Co., of this city, has just sold all its available stock to Albany buyers, while other mills have sold some 20,000,000 feet of sawn lumber for the Eastern market. Some 40,000,000 or 50,000,000 more will be sawn during the summer for immediate shipment by water East. The vessel business of the head of the lake in lumber will be excellent, it may be seen. Two of the mines on the new Mesaba range have already begun clearing and stripping for ore shipments, and more will soon follow. It is intended to be ready to ship ore this year, but I doubt if much is sent forward before 1893. Then, indeed, a good deal of low grade or costly mined ore from Marquette and Escanaba will give place to the longer hand, and Lake Superior iron will compete with southern and foreign ores in districts where it cannot at present.

The American Steel Barge Co. is waiting with a good deal of interest the letting of contracts for passenger carriage between Chicago and the World's Fair grounds during 1893. It expects to get the job and will build for it three passenger whales of the model planned some time ago by Capt. McDougall for passenger service. The company rather expects to send the J. E. Colby, which was sent to the Atlantic Coast last summer, to Russia with a Michigan relief cargo that is likely to be raised at Detroit. If the Colby goes it will probably be as a contribution, or nearly so, by the Barge Co.

E. W. D.

STEERING AND SAILING RULES.

The following rules have been adopted by the E. M. B. A: "That in going through all narrow channels or shoal waters, when boats are meeting head to head, the descending boat should have the right of way; that the ascending boat should on all occasions check, and if necessary stop, especially if signaled to do so by the usual check whistle of the descending boat. We deem the Lime Kiln Crossing, Grosse Pointe, St. Clair canal, Sailors Encampment, foot of Sugar Island, Neebish cut, Lake George Flats (especially Collision Bend,) Squirrel Island and Topsail Island, to be among the very dangerous passing points.

In the case of passing boats going the same way, especially tows, steamers should check to as slow a speed as possible to pass, and the boat or boats being passed should also check, so as to allow the faster boat to pass them as quickly as is practicable in consistence with safety."

CHICAGO RIVER AGAIN.

Chicago vessel men have petitioned Congress to continue the Government control of Chicago River. After referring to various blockades and delays caused by the building of bridges and regulations imposed by the local authorites, the petition reads: "A half century's trial has conclusively proved that the City Council is not a fit guardian of the marine interest. Aldermen are urged by their constituents to secure bridges at desired points. Pressure is brought to bear upon the city officials to encourage such projects, even when the money available for the construction of bridges is not half or third what is required. Against this solid phalanx of self-interest and political influence, the marine interest has repeatedly fought in vain. Bridges are built years before their connecting abutments are constructed, or put up so cheaply that they form a constant menace to the city's water commerce. As it has been in the past before the passage of the River and Harbor Law of 1890 so will it be in the future if Chicago be exempted from the provisions of the law." Petitions from the entire marine interests of the lakes ably support the views taken by the Chicago vessel men.

SHIPPING CANADIAN SEAMEN.

The alien labor law as it affects seamen may be gathered from the following decision of the acting Solicitor of the Treasury, and also the circular letter, addressed to all emigrant inspectors at lake ports:

DEPARTMENT OF JUSTICE,
OFFICE OF THE SOLICITOR OF THE TREASURY,
WASHINGTON, D. C., March 11, 1892.

SIR:—By reference of Assistant Secretary Nettleton I have before me a letter addressed to him by Superintendent Owen under date of the 26th ult., with regard to the employment of Canadians by captains and by owners of American vessels plying between Canada and the United States in violation of the "alien contract labor law."

It is assumed by the Superintendent that such employment is in violation of this law, and as the question has not been raised in the department he suggests that the opinion of the Solicitor be requested.

Section 4131 R. S. prescribes that "officers of vessels of the United States shall in all cases be citizens of the United States."

If Congress has the power, as unquestionably, it has to require that the officers of vessels of the United States shall be citizens of this country. It also has the power to prescribe that only citizens of the United States shall be employed on American vessels as seamen, or that it shall be unlawful to enter into contract with aliens to perform service as seamen on board American vessels.

Now, while Congress has not seen fit to prohibit the employment of aliens on American vessels in express terms, yet I am of the opinion that bringing aliens or foreigners to this country under contract to perform labor, as seamen, etc., on American vessels running between United States ports and Canada is in violation of the act of February 26th, 1865 and the act of March 3rd, 1891.

In this opinion I have the concurrence of ——— Colman, U. S. Attorney, Eastern District, Wisconsin, herewith I return letter of Superintendent Owen and communication from Mr. O'Conner and others, I also enclose letter from Mr. Colman.

Very respectfully,
Acting Solicitor.

To the Hon. Secretary of the Treasury.

CIRCULAR LETTER.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
WASHINGTON, D. C., March 16, 1892.

To Mr. J. A. Camp, Emigrant Inspector,
Cleveland, Ohio.

SIR:—I hand you herewith a communication from the Acting Solicitor of the Treasury, dated the 11th inst., in which he expresses the opinion that the bringing of aliens to this country under contract to perform labor as seamen on board American vessels sailing between ports of the United States and ports of Canada, constitutes a violation of the act of February 26th, 1885, and the act of March 3rd, 1891.

This opinion the Department concurs in, obviously the employment of foreigners as sailors, etc., on board American vessels sailing between the ports of the United States and Canada is not in violation of law, provided they already have domicile within the United States at the time when such employment begins and have not been brought into the country under contract to perform service.

It is a necessary inference that in case an American vessel while in a foreign port is deprived of its crew, or a portion thereof, by desertion or otherwise, the owner or master may there engage alien sailors to mann the vessel, any other construction of law would tend to cripple American commerce, a result which obviously Congress could not have intended.

Respectfully,
A. B. NETTLETON, Acting Secretary.

CHEAP CARRIAGE FREIGHT.

The results of improvements in lake transportation in reducing prices are strikingly shown in the report of Chief Brock, of the Bureau of Statistics, by a comparison of the fall in freight rates during a series of years. In 1890 the average rate of lake freight on a bushel of corn between Chicago and Buffalo was 1.9 cents; in 1871 the same service cost 7½ cents a bushel; in 1859 it cost 15¾ cents a bushel. The average season rate on coal from Buffalo to Duluth and Superior in 1890 was 39.4 cents per ton, and in 1891 31.8 cents per ton. From November 10th, 1891, to the close of navigation, coal was carried from Buffalo to Duluth, a distance of a thousand miles, for 10 cents per ton. In 1891 the rate on coal by lake from Buffalo to Chicago during the entire season was from forty to sixty cents per ton, and the average season rate was 56 cents per ton. In 1887 the average rate was $1.05 per ton. In 1867 it cost an average of $4.25 per ton to carry iron ore from Escanaba to Lake Erie. In 1870 the same service cost $2.50; in 1889, $1.13, and in 1891, 82 cents. During the season of 1891 the rate from Escanaba to Lake Erie was at times as low as 55 cents per ton.

MR. RUFUS STEPHENSON, Canadian ex-M. P., for Kent, Conservative whip while in the House of Commons, and at one time editor of the Chatham *Planet*, has been appointed collector of customs at the port of Chatham in place of J. G. Pennefather, who is to be superannuated to make room for him.

Notes.

THE Standard Condenser Co. has been established under the able management ef Mr. F. P. Budden, formerly with the Lighthall Surface Condenser Co., and Mr. Wm. E. Volz of the South Brooklyn Steam Engine Works. A prosperous business course is assuredly ahead of these well-known, energetic business men.

THE Bunker Hill Transportation Co. of Milwaukee has been incorporated with $100,000 capital stock. The incorporators are W. H. Wolf, John Saveland and Frank R. Pingree. The propeller Schlesinger will be the only boat operated at first, and as the business enlarges, more boats will be put on and the capital stock will be enlarged.

CHRISTENING PARTY IN RITUALISTIC CHURCH.—Curate to Mariner: "What is the name of the child?" "Well, I think I will call him Peter." "Unless you have special reasons for calling him by that name, I would advise you not to do so, as Peter denied his master." "Well, Sir, what do you think I should call him?" "You might call him Joseph." Oh, no, I wouldn't, for *he* denied his missus." "Peter, I baptize thee," etc., etc.

VICE COMMODORE JOHN B. SIMPSON of the Lake George Yacht Club put a Roberts boiler in his yacht "Fanita" last spring and took out a Scotch boiler occupying the same space. She is the largest yacht on Lake George. He says he does not see where the boiler could be improved as it lightened up his boat considerably and gives him all the steam he can use. Also that his fireman was previously continually shoveling in coal, but that with the Roberts boiler he had comparatively nothing to do. The engine is a compound 9 and 17 by 10 inch stroke.

WILLIAM P. WENNER, chief engineer of the steamer Gettysburg, writing to J. M. Kendall, Detroit, Mich., manufacturer of the Kendall Piston Packing, says: "Your Piston Packing, placed in steamer Gettysburg's high piston in July last, has given entire satisfaction. We had to take up cylinder head often before putting it in, after putting yours in we did not look at it until lying up and found it in perfect order. It made a difference of two revolutions per minute. We intend to put it in low piston this spring. I cannot speak too highly of it."

THE vessel owners of Milwaukee and their employees have agreed on the following scale of wages for the season: The minimum pay will be $1.75 a day, and the wages will be raised as the freight rates improve. For the month of September the rate is to be at least $2 a day, and an extra 50 cents a day is to be paid for the balance of the season. The agreement also provides that both the sailors and the vessel owners are to appoint a grievance committee consisting of five members each. These will meet together and adjust all difficulties which arise between employers and employees.

SHIP Great Admiral, built at East Boston in 1869, recently arrived at her home port from Melbourne, being her second appearance there since she was launched. She was built for and has always been operated by the famous shipping firm of William F. Weld & Son, and is the last vessel of a once famous fleet of thirty-eight ships. She brought a valuable cargo of 5,840 bales of wool, said to be the largest ever taken to Boston by a sailing vessel. The ship Peru of the same firm touched at a United States port after a career of seventeen years. The foregoing is an object lesson in the decline of United States foreign tonnage, once the Nation's pride.

THAT Collingwood is destined to be the center of shipping for the northern lakes goes without saying. With the best harbor, the most direct line to the seaboard, and the most enterprise, the town must eventually become the emporium of trade for these waters. That we are not talking at random has new evidence in the fact that all the great shipping lines are centering here. Since its inception, the Great Northern Transit Co. has had its headquarters here. Likewise with the North Shore Navigation Co. This year two other vessels, the Favorite and the Manitou, have joined the fleet of the latter company, and the United line has its headquarters in the town. So we go on and on forever, increasing as we go.—*The Collingwood Bulletin.*

LAUNCH OF THE U. S. CRUISE RALEIGH.

The U. S. steel protected cruiser Raleigh, was successfully launched from the Norfolk, Va., Navy-yard on Thursday, March 31st. An immense assemblage witnessed the ceremonies. Naval Constructor F. T. Bowles had charge of the arrangements for launching, which were very complete, and the vessel took to the water without any hitch. Mrs. A. W. Haywood, a daughter of Gov. Holt, of North Carolina, christened the vessel and broke the bottle of wine over the bow of the vessel as she glided off the ways at 11.36 a. m. The Raleigh has a length of 300 feet on the load water line, and her extreme breadth is 42 feet. Her displacement is calculated at 3,183 tons, and her indicated horse power 10,000. She will be propelled by twin screws, which on a steam pressure of 160, it is estimated, will drive her at 20 knots an hour. The engines will be triple expansion, and steam will be supplied them by four double ended boilers and two single ended boilers, the latter as an auxiliary.

The vessel is divided into numerous water-tight compartments, and has a protective deck varying from 2 to 2½ inches in thickness. She will be rigged as a two-masted schooner.

THE SUBMARINE SENTRY.

Just now, when the agitation for the establishment of communication around our shores with a view to lessening the terrible loss of life and property which occurs, only too frequently, has almost secured the success it so well merits, it may not be out of place to draw attention to any appliances which, on the principle that prevention is better than cure, are deserving of notice. It is stated, says the London *Electrical Review*, that as many as 50 per cent of the wrecks are caused by stranding, some of these, notably in the case of sailing ships and steamers in distress, are perhaps not preventable, but a considerable number might be prevented were ships provided with every possible appliance for aiding navigation."

In the good old days if a ship got into trouble it was generally due to carelessness with regard to the three L's, (lights, lookout and lead), and this is just as much the case now as ever. Modern improvements in the form of ships and their engines have completely revolutionized shipping. Instead of ships running at a maximum speed of, say 10 knots, we have steamers tearing along, even in narrow waters, at a speed equal to that of an average railway train, and consequently appliances which used to answer every requirement no longer do so. Where is the use, we should like to know, of casting the lead in the ordinary way, when a ship is going at such a speed that she might very well shoal the water and run aground before two consecutive soundings could possibly be taken?

No one can be blamed for using defective appliances so long as nothing better exists, but in this case something not only does exist, but is within the reach of even the most chee sparing ship-owner.

In June, last year, Prof. Lambert, of the Royal Naval College, Greenwich, brought to public notice at the Royal United Service Institution, an invention of Mr. Samuel James, C. E., called the "Submarine Sentry."

The sentry consists of a wooden kite which is streamed in the water in just the same way as an ordinary kite is flown in the air. The conditions as to angle, weight and size in relation to the wire used to tow it, are so arranged that the kite can be towed to any depth by paying out the necessary length of wire as shown by an indicator, and it remains at this depth whatever may be the speed of the towing ship.

Although it is at once apparent that the principle of the arrangement is perfeetly sound, we, in common with many others, were inclined to think it would work only on paper, but this opinion was completely changed on seeing a trial of the instrument. Anything more beautiful than its absolute steadiness could not be wished for. On the necessary quantity of wire being paid out to tow the kite at the required depth, it immediately turns over and dives down, the angle of the wire becomes rapidly greater until it reaches about 45°, at which it remains constant, while the wire begins to vibrate, and sets up a hum which can be heard at some little distance away.

As long as the depth of water is not less than that at which the kite is set, everything remains in equilibrium, but as soon as the water shoals ground is struck by an arm projecting from the bottom of the kite and one side of the bridle to which the towing wire is attached, is released. On this the kite rises to the surface, and a bell rings on board the ship. The depth at which a kite can be towed is only limited by the tensile strength of the wire employed. Given a wire of sufficient strength, by increasing the size of the kite it could be towed at any depth. At present the tensile strength of steel wire of suitable size is limited to about 140 tons per square inch of section; by the employment of this a depth of 55 fathoms can be reached and maintained with the ship going over 15 knots.

It is a remarkable fact that within the short space of a few days three very valuable ships have lately got aground under circumstances which make it almost certain that had they employed the submarine sentry they would have escaped.

The invention has also an important bearing on submarine telegraphy, and, as might have been expected, has very soon been taken up. One of the testimonials Mr. James most values comes from the engineer who laid the cable of the Societe Francaise des Telegraphes Sousmarins in the West Indies last summer.

A SCIENTIFIC QUERY.

The sudden fluctuations of level in comparatively quiet and land-locked waters, constitute a scientific query, which, up to the present time, has not been thoroughly accounted for. Barometric depressions do not fully account for the phenomenon on the Great Lakes, whatever bearing it may have on the swashes, or as the Italians have it "seiches", nor are they usually followed by remarkable atmospheric disturbances such as charaterizes the phenomenon in Europe.

A few of these remarkable fluctuations recorded by Charles Whittlesey occurred as follows: In 1789, at Grand Portage on the north shore of Lake Superior opposite Isle Royale, a sudden fall of four feet, returning with a rush and vibrating for several hours. In 1843, at Sault Ste Marie during a calm summer day, a fall of two and a half feet, and a sudden return to the mean level within thirty minutes, was witnessed, and again in 1842, though on this occasion the water rushed up stream and marked a sudden rise. In 1855, July 16 about 9 a. m. the water rose rapidly in the canal, eight inches, light breeze, northwest. In ten minutes fell fourteen inches, the depth of water on the mitre sill being then thirteen feet. At 11 a. m. it had fallen to ten feet nine inches, in all, two feet two inches, rising and falling until 4 o'clock p. m., when it resumed its previous level. The wind changed during this period, from northwest to southeast. The foregoing, as well as similar swashes at Copper Harbor and Superior City on Lake Superior, Green Bay and Milwaukee on Lake Michigan, Rockport, Otter Creek and Toledo, also at several other points on Lake Erie, and at Charlotte on Lake Ontario, are all well authenticated cases of this singular phenomena requiring more inclusive *data* than is at present known to intelligently account for it.

Literary Notices.

"The River", St. Louis, published by Capt. Abbot Veatch, has been succeeded by "The Waterways Journal", issuing their first copy April 9th. Much success! gentlemen.

We are in receipt of a pamphlet from the Ansonia Brass & Copper Co., sole manufacturers of the now universally known Tobin Bronze, giving all particulars of uses to which this superior metal may be put. The Navy Department has specified its use for certain purposes in the machinery of all the new cruisers constructed and in the course of construction, which is in itself a sufficient endorsement to go before this country with.

The firm of S. Appel & Co., New York, sends us a handsomely illustrated catalogue of yachting uniforms and outfits, containing, besides the usual trade literature, some very interesting cuts of yachts in their racing rig or costume. S. Appel & Co. are the New York outfitters for all eastern yachts, and by their personal attention to orders, have built up an important and increasing patronage.

Our thanks are due to Capt. Daniel McLeod, manager of Inland Lloyds, for a copy of the Vessel Register for 1892. The work is published in the usual annual form and reflects credit on its compilers. Owing to the brief time in which the 1892 Register was got together, there is but little change evidenced so that subscribers will need to note the changes given out from time to time in supplement form.

The Marine Engineers' Beneficial Association, No. 67, Saugatuck, Mich., have just published their annual directory for 1892. No. 67 states, what we can amply vouch for, that they are improving with each issue of their directory, and hope that their efforts will be appreciated, as the object for which they are striving is a meritorious one, viz: bringing themselves to that higher and broader understanding of their profession, that they may better fill the positions that are ever open to men of sterling ability.

The "Iron Trade Review", Cleveland, O., has printed a neat pamphlet containing the Lake Superior iron ore production for the past thirty-six years, together with receipts at Lake Erie ports and amount on docks for the past nine years. Our A1 contemporary sticks closely to the best requirements of its patronage, and ably fills the full measure of its title in all respects, a factor which is due to the special technical training of the "man at the wheel" probably. The pamphlet should be secured by all ore and iron men who are interested in the mining industry of the great North-West.

Mr. David Bell, shipbuilder and general machinist, Buffalo, N. Y., has just issued a handsome pamphlet illustrating his specialties in propeller-wheels, steam hammers, engines and boilers. The booklet also contains a half-tone cut of the propeller Merchant, built by David Bell in 1862, and the first iron propeller built on the lakes. An excellent photograph of the pioneer shipbuilder is shown on the frontispiece, as is also a cut of the office and works. Almost every one of the older vessel men on the lakes must have had business relations with David Bell at some time during their career, and they will be pleased to learn that the energetic, dilligent and faithful worker and man of business is still to the fore.

We have received from Taylor Austin & Co., 116 Public Square, Cleveland, O., "The Iron Founder", a comprehensive treatise on the art of moulding, including chapters on core-making, loam, dry-sand and green-sand moulding, also crystalization, shrinkage and contraction of cast iron and a full explanation of the science of pressures in moulds, by Simpson Bolland, practical moulder and manager of foundries. This valuable work contains over three hundred engravings and in addition to the outline given above, there are valuable tables, some of which are original and all useful in daily practice for saving time by inspection instead of calculation. The iron founder and workers in iron cannot afford to be without this reliable and inclusive standard work, published by John Wiley & Sons, 53 East Tenth street, New York. Price $2.50.

AN HISTORIC RELIC.

There has just been presented to the Western Reserve Historical Society, Cleveland, Ohio, a quadrant, made by Stephen Lee, London, in 1785, a note attached says "Relic of the war of 1812 taken from Commodore Barclay, who surrendered to Commodore Perry in the naval battle on Lake Erie, afterwards used by Commodore Perry."

The quadrant is of the style in use about a century ago and is in a fair state of preservation, it has an ebony frame, brass mountings and ivory arch. Mr. Albert Watson with the firm of Root & McBride, of Cleveland, is the donor of the instrument to the Society who feel somewhat elated over securing the relic, as it was on the point of being sent to the Cornell University where a son of the former possessor of the instrument is now studying.

Mr. D. W. Manchester, the energetic Secretary of the Western Reserve Historical Society follows each avenue of exploration, discovery and relic hunting so closely that wherever worthy and appropriate objects are known to exist he forcibly presents the claims of the Society, and by this means has secured a large and valuable collection of heirlooms and relics which are placed on gratuitous exhibition.

The Marine Record.

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SAULT STE. MARIE, MICH.—J. P. Haller, Water street.

☞ Subscribers and others are respectfully invited to use the columns of THE MARINE RECORD for the discussion of pertinent topics and all matters relating to the welfare of the Lake Marine. N. B.—We do not hold ourselves responsible in any way for the views expressed by our correspondents. Contributions must in every case be accompanied by the full name and address of the writer, and be at this office not later than Wednesday morning.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., APRIL 7, 1892.

ONE of the most representative organizations in the world might be brought about through the consolidation of the vessel-owning interests on the Great Lakes. As a unanimity of opinion in this direction now exists, no better time could be found to weld such a powerful association in the bonds of great good to the greatest number. Consolidate, gentlemen!

IT is too often and generally understood among shipmasters and officers that when a vessel is in extreme peril she may be beached, and the loss, being voluntarily occasioned, would consequently come under the rules of and form a good general average claim. This is not so, nor or claims so regarded in admiralty courts. The voluntary act is but a part of the circumstance and is only held valid when a portion is sacrificed to save the whole or remainder, and it is on this latter clause that the gist of the question hangs. Saving life alone, or the ultimate total destruction of property when the same was previously involved, does not bring a voluntary act under the rules of general average, as direct results of saving property through the voluntary act must be established.

SENATE Bill No. 1310, introduced by Senator William F. Vilas, to amend section 3117 of the Revised Statutes, in relation to the coasting trade on the Great Lakes, meets with determined opposition and resistance from all the passenger line managers on the lakes. An incessant levying of fines and penalties, besides an outlay of thousands of dollars on each boat, is seen to be the result if this bill becomes a law. The most rational and sensible way out of the difficulty is to exempt passenger steamers, as one line alone makes 373 landings each week, and others forty landings each day. The volume of freight and correct statistics of same is what the framers and supporters of the bill are after. It will work little or no harm to the large freight carrier and be of incalculable statistical importance, but, there can be no reason for burdening small river passenger steamers and others almost exclusively engaged in the passenger trade, with specially prepared manifests for each port of call where, in many cases, only a few minutes are passed or just sufficient time to lower a gang plank and take it in again. Exempt short service passenger steamers from the bill and it will be all right, and it is for this proviso the objectors ought to work.

NO FREE SHIP BILL!

H. R. Bill 5441, to admit to American registry ships built in foreign countries, has been favorably reported on by the Committee on Merchant Marine and Fisheries and its passage recommended. This iniquitous piece of legislation ought not to be permitted, and we call to mind the fact that lake shipyards are equally interested in the outcome.

The United States can build and equip her own tonnage and shame on the legislators who would deny the skill of our ship-builders to compete with even the ramshackle tanks constructed as the low classed British built tramp steamers are.

If this bill becomes a law, all barriers now guarding our lake and coasting privileges will be thrown down and the ports will be thronged with foreign tonnage, under the American flag, perhaps, but owned abroad. Such a feature is easily accomplished.

The only hold the country now has on the mercantile marine is centered on the lakes and coasts, and these interests combined should see to it that our ship-yards and commerce is not turned over to foreign manipulators. Immediate, combined and decisive action is necessary to head off this giving away of our birthright, or nothing will be known until our ports are swarmed with all sorts and conditions of foreign-built tonnage, nominally unloaded on the nation to obtain American registry, while our artisans haunt the deserted ship yards waiting and vainly hoping for an opportunity to earn the bread so ruthlessly torn from their grasp by the ill-considered views and legislation of their own representatives.

NAUTICAL EDUCATION.

The recently introduced Frye Bill, calling for a higher status of efficiency, and the methods now in vogue for examining candidates for licenses, coupled with the high classed valuable modern tonnage being put afloat, are certain indications of the advancement in nautical education which the exigencies of commerce and transportation will soon demand of the men who practically handle these enormous interests.

The older maritime countries whose professional requirements are far in advance of ours, are still reaching towards a higher system of education for officers, and it is well for us to notice the features which are considered essential for the progress and welfare of the mercantile marine of other nations.

It would appear that those who are most directly benefitted by a superior capacity in their employes ought to take the initiative in bringing about a higher nautical and semi-commercial system of education, but, there is not that unanimity of purpose in the ship-owning community to warrant the establishment, at their own expense, of a training college for such a purpose. Hitherto men have been found to rise to the occasion, competent and qualified to undertake the special duties which the progression of events has called forth, and the general impression that each succeeding requirement will be met in a more or less qualified manner predominates.

The principle, however, remains, in so far as educational skill is concerned, that the most valuable employe is also the most competent for his special duties, and, while nothing so long winded as the examination which foreigners undergo need be tolerated in the United States, still, there is ample room for a regular course of advancement on the lines of competency in our merchant service. To this end an annual revision of the local inspectors examination for issuing licenses should be made, and such questions and problems as are now conspicuous by their absence, introduced, so that the student would find it a matter of requirement to learn his profession in a manner hitherto uncalled for, though highly desirable. If this is not done the mercantile marine will shortly overtop the department assuming its control, and frame its own laws, rules and regulations for emergencies and modern guidance.

ABOUT SHIPPING COMMISSIONERS.

The *Coast Seamen's Journal*, of San Francisco, in commenting upon the recent articles in THE MARINE RECORD, anent the establishing of shipping commissioners' offices at the principal lake ports, takes a somewhat one-sided view of the question, and argues directly from what would apparently be the views of an A. B. on the subject. We have pointed out, from time to time, (and trusted that our valued contemporary has noted the same), that there is now no government supervision over the enormous amount of shipping and discharging carried on during the season of navigation. As a consequence, private persons are compelled to establish depots, bureaus, or shipping offices to conduct and facilitate commerce on the great lakes, in so far as it relates to the employment of seamen. To show that it is from an inclusive and comprehensive standpoint that we view this matter, it may be stated that in the event of a vessel foundering, it is now almost impossible to learn the names of the persons who may be lost with her. Further, should any dispute arise regarding the time of service, or the pay earned, it must now be settled satisfactorily or otherwise by interested parties. In the case of agreements they have, and are being, regularly ignored. Steamers and schooners are not unfrequently stopped on a paltry lien for wages, and other annoying tactics are entered into. Seamen, good, bad and indifferent, are grouped together, and no record of their service, character or skill can be found.

A civil agreement is better subserved by the addition of a disinterested authority to the compact, and this feature a shipping commissioner may eminently fulfill.

Our contemporary also states "that royalty-ridden England abolished the rule of shipping under government officers thirty years ago." This must surely be an error, as we can any day learn the total number of men employed in the mercantile marine foreign and coast service of the United Kingdom, but such a question, propounded to the officials who watch and ward over the American seamen would only be met by a blank stare, or an exclamation of perfect innocence of knowledge on the subject.

This question is in no sense a narrow, class, or bigoted one, and if not for the best interests of all concerned requires no championing. Lake vessel owners are competent, and are probably well satisfied to personally maintain every iota of their rights when dealing with seamen. Are seamen equally armed? We think not; and an ex-president of the Seaman's Union, who, in his experience, has been surfeited with power, stoutly maintains that commissioners would do more good on the lakes than at any other point. Eventually these officers will certainly be appointed to lake ports and a report of the shipping and discharging of men will be lodged with the commissioner each six months or at the close of the season. To bear us out in this opinion we quote from the 1890 report of the Commissioner of Navigation to the Secretary of the Treasury as follows:

"The number of men and crews for vessels in the coasting trade, shipped voluntarily under articles in the presence of commissioners, is constantly increasing. Hitherto the shipment law has not bound seamen in the lake, coasting, and close-by foreign trade, to perform their contracts the same as in the distant foreign trade and, after signing articles single individuals and sometimes whole crews have refused duty and deserted the vessel without apparent reason. On the lakes, until this year, many crews were shipped on articles, but last fall a judgment was given at Milwaukee that all shipping articles were not binding on the lakes, and the past season much trouble has been experienced in keeping seamen on board of vessels. Even after articles are signed and the men have partly fulfilled their agreement, they have often quit work and struck for higher wages. This would seem to indicate the need of extending the shipment laws of the sea to the lakes, and the appointment of commissioners to administer them in the interest of commerce.

Recent legislation to remove the evils complained of in the shipment of seamen in the coasting trade, if it had been asked for and extended to the lakes, would have been highly useful. Under the new act, shipping of men on articles is voluntary on both sides, but the law will compel the performance of agreement on both sides. * * *

I would recommend the extension of the act of August 19, 1890, to include the waters of the Great Lakes, which now bear more traffic than those of the Atlantic coast, and the appointment of shipping commissioners at the principal ports.

SHIPPING CANADIAN SEAMEN.

It would seem that an entirely wrong construction has been placed on the ruling of the Acting Secretary of the Treasury in the delivery of his recent opinion relating to the shipping of Canadian or foreign seamen in United States vessels, and why this issue should have been sprung upon the lake shipping community at this time we are somewhat at a loss to determine.

Admitting that the several Unions have seen fit to make due and diligent inquiry into the *status* of the case, we still find that immigration agents at not only the lake ports, but, even the office stationed at Port Townsend, Puget Sound, had become exercised regarding the same issue and entered into correspondence with Washington on the merits of the ruling.

Of course, those who were and are desirous of limiting the labor market within the closest bounds possible may have been instrumental in awakening the immigrant inspectors to the special feature of Canadian seamen sailing in American lake vessels, hence the inquiries and ruling of the Department, and it has probably been from such a source that the necessity of a ruling at this time originated.

In the official log book supplied by the U. S. Government, ta American vessels the acts of Congress guiding the mercantile marine are set forth, in section 4291 is found the following: "All the officers of vessels of the

United States shall be citizens of the United States. * * * There is not even the two thirds limit of citizens forming the crew which it is sometimes said the American vessel must have before she may be cleared at the Custom House.

To further elucidate the question we quote the exact words of the ruling of the Acting Secretary of the Treasury as follows: "Obviously the employment of foreigners as sailors on board American vessels sailing between ports of the United States and Canada is not in violation of law, provided they already have domiciled within the United States at the time when such employment begins, and have not been brought into the country under contract to perform service." We construe the foregoing as follows: Shipping in an American port is *prima facie* evidence of a domicile therein, nor is it necessary for the master or owner to examine and question a seaman regarding his nationality. The fact of nationality does not affect the shipping one iota, and the aw simply remains where it has been, although, it has perhaps been brought more prominently forward, that a contract or agreement may not be entered into with alien seamen in a foreign country to perform labor as seamen on American vessels sailing from a home port.

Masters and officers must be American citizens, and being so, their residence cuts no figure, seamen are not usually contracted for abroad, and their presence at the port of shipment is sufficient to entitle them to seek work, and this covers the entire ground. Of course we do not trench upon the merits or justice of the shipping law, as at present enforced, but the foreign seaman has now to all intents and purposes the same rights and privileges of shipping as a citizen. as in the case of a foreigner and a native applying for work at a manufactory, all things being equal the American would in many cases be given the preference, yet there is nothing contained in the alien labor laws to prohibit the employment of a foreigner on his application for same, either afloat or ashore.

LET THE LAKE SHIP BUILDERS COMPETE.

The lake shipbuilders, at a recent convention held in Cleveland, drew up a petition, which Senator McMillan, of Michigan, presented to the Senate on Tuesday, praying for the complete and early abrogation of the treaty of 1817 with Great Britain, which limits the number of war ships to be constructed or maintained on the lakes, and also urging legislation to construct a 20 foot channel from the lakes to the Atlantic ocean. The memorial sets forth all the facts in relation to the treaty of 1817 and its subsequent abrogation, and claims that its rehabilitation by an agreement through Secretary Seward and the British Minister was illegal; and inasmuch as the iron and steel shipbuilding plants of the lakes exceed in combined facilities and capital all other shipbuilding plants in the country, that there is every reason why there should be no possible chance for the naval authorities to prevent the construction of warships on the lakes.

Senator McMillan probably will follow it up with a resolution directing the President of the United States to notify Great Britain that it is the desire of this country that the treaty should be abrogated. The petition above noted also urges the repeal of the section of the Revised Statutes which allows the Secretary of the Treasury to grant American registry to foreign built ships wrecked in American waters.

SCHEDULE OF WAGES FRAMED BY THE CLEVELAND VESSEL OWNERS' ASSOCIATION.

At a well attended meeting of the Cleveland Vessel Owners' Association held on Tuesday afternoon the following schedule of wages was ordered for the season:

On Steamers—First mates, $60 to $80; second mates, $45 to $60; cooks, $45 to $55; helpers, $15 to $20; firemen, $30 to $37.50; wheelsmen, $30 to $37.50; lookouts, $30 to $37.50; deck-hands, $15 to $20; oilers (when carried), $30 to $37.50; dremen, fitting out and laying up, $1.50 per day and board themselves.

On Consorts and Sail—First mates, $45 to $60; second mates, $37.50 to $45; cooks, $30 to $37.50; seamen, $30 to $37.50; boys, $15 to $20.

The above figures show an increase of $5 in several grades, due to the fairly promising outlook of freight.

According to the scale of engineers wages made earlier in the season, First engineers on metal steamers having water bottoms and triple expansion engines will be paid $115 to $125 a month, and Seconds $75 to $80. First engineers on metal steamers not in the first class and wooden steamers with triple expansion or compound engines will receive $100 to $115 a month, and Seconds $70 to $75 a month. First engineers on smaller boats will be paid $80 to $100, and Seconds $60 to $70.

BAROMETER RULES.

The following furnished us by Black & Co., the opticians of Detroit, will be of interest to vesselmen and captains:

Rules for Foretelling the Weather With an Aneroid Barometer—A rapid rise indicates unsettled weather; a gradual rise indicates settled weather; a rise with dry air and cold increasing in summer indicates wind from northward, and if rain has fallen better weather may be expected.

A Rising Barometer—A rapid rise indicates unsettled weather; a gradual rise indicates settled weather; a rise with dry air and cold increasing in summer indicates wind from northward, and if rain has fallen better weather may be expected.

A Steady Barometer—With dry air and seasonable temperature indicates a continuance of very fine weather.

A Falling Barometer—A rapid fall indicates stormy weather; a rapid fall with westerly wind indicates stormy weather from northward; a fall with a northerly wind indicates storm, with rain in summer and snow in winter; a fall with increased moisture in the air and the heat increasing indicates wind and rain from southward; a fall with dry air and cold increasing (in winter) indicates snow; a fall after calm and warm weather indicates rain, with squally weather. The barometer rises for northerly wind, (including from northwest by north to the eastward) for dry, or less wet weather for less wind, or for more than one of these changes, except on a few occasions, when rain, hail, or snow comes from the northward with strong wind. The barometer falls for southerly wind (including from southeast by the south to the westward) for wet weather, for stronger wind, or for more than one of these changes, except on a few occasions, when moderate wind, with rain or snow, comes from the northward.

OBITUARY NOTICE.

JOHN OWEN.

John Owen, the well known vessel-owner, of Detroit, passed away at his home on Thursday, Mareh 31st., surrounded by those who were nearest and dearest. He had been one of the largest vessel-owners on the Great Lakes, and was celebrated in that capacity throughout marine circles. Mr. Owen was born near Toronto in 1809, and went to Detroit with his widowed mother when a boy. He founded the Detroit Dry Dock Co., and was its president many years. During the Civil War he was State Treasurer, an office which he held for three terms. He was also at one time on the board of the Detroit Water Commissioners. At another time he was regent of the Michigan University. In business circles he was even more prominent, being president in succession of the old Michigan Insurance Bank, and the National Insurance Bank, and the First National Bank He leaves a large estate invested in banking and vessel interests.

The esteem in which he was held by those intimately associated with him in marine matters is a true indication of his sterling character, and the censensus of opinion among vesselowners is that Detroit has lost an excellent citizen and a model business man.

David Carter, general manager of the Detroit & Cleveland Steam Navigation Co., of which Mr. Owen was president, and stockholder for a long time, interviewed by the Detroit *Evening News*, says: "I was connected with Mr. Owen from 1852 till he retired as president in 1889, and always found him a man of upright character and sound judgment. He was preeminently an old school gentlemnn, and of strong convictions. This company, like many others, has been in tight places, and John Owen's strong will and deep pocket book has probably more than once averted a crisis."

W. O. Ashley, of Ashley & Dustin, has this to say of Mr. Owens' sterling qualities: "He was admired and respected by all steamboat men. In fact, he has been held up as a model of business integrity and honor among vesselmen for 50 years. I have been in the steamboat business for 30 years, and I have never heard a word, not even an intimation against him from sailors or anyone in his employ. Everyone had a good word for him. What more can be said? Underlying all his grand and noble qualities was a quiet spirit of game." continued Mr. Ashley. "About 30 years ago he was owner of the steamer Bay City. Capt. John Edwards, her master, went to Mr. Owen and informed him that the owner of the steamer Canadian was ready to bet a certain amount of money that the Canadian could beat the Bay City in a race from Amherstburg to Port Huron. Mr. Owen, in order to test the young captain's confidence in his boat, said: 'Do you wish to take the chances on the money?' "Yes sir," said the captain. "All right," said Mr. Owen. 'Get your boat into the best possible condition, take off everything you can to light her up, and we will see about it.' The race came off, and it is reported that in a quiet corner of the steamer Ocean's pilot house was Mr. Owen, watching the boats as they passed Detroit. The Canadian was a long ways ahead when they passed. The Bay City, however, overhauled her before reaching Port Huron and won the race, and probably no one in a quiet way enjoyed it more than Mr. Owen did."

Mr. Owens' friends estimate his wealth at $1,500,000 to $2,000,000. But the greatest loss to the community is in the absence of so pure minded, high souled citizen from the ranks of the vessel owning fraternity.

Capt. James Byers, one of the oldest tug captains on the lakes, died at his home on Fargo avenue, Buffalo, April 5. Capt. Byers began his career on the lakes as captain of the tug Eagle, at the time of the building of the Erie Basin. Shortly before the civil war, he was sent south by ex-Mayor Barton of this city, with whom he was associated in the contracting business, and at the time of the bombardment of Fort Sumter, was at Norfolk, Va., being master of the tug White, which was being used in connection with a contract Mr. Barton had there. His Union tendencies were not suspected, and when the Union fleet appeared at the Fortress Monroe, he, with another Union man, started to make a tow, but instead took the tug to Fortress Monroe that night, and the next day piloted the Union fleet to Norfolk, when the town surrendered. Capt. Byers received commendatory letters from President Lincoln for his conduct in this affair, and was in the naval service until the close of the war when he came back to Buffalo, and in 1866 associated himself in business with James Ash in vessel interests, in which business he continued until after he was physically incapacitated by paralysis, several years ago. Personally, and in his business, Capt. Byers had the respect and regard of all with whom he came in contact, and Mr. Ash, who for thirty-six years has been with him in business, pays very high tribute to him. Capt. Byers was about 55 or 56 years old and leaves a widow but no children.

ANCHOR LINE APPOINTMENTS.

Manager Evans, of the Anchor Line, has announced his appointments for the season of 1892 as follows: Steamers, India, Capt. F. D. Osborne, formerly mate of the Winslow; China, Capt. C. Mason, formerly master of the Winslow; Japan, Capt. Robert Smith; Gordon Campbell, Capt. George Graser; Susquehanna, Capt. M. Riley; Clarion, Capt. Joseph Corcoran; Lehigh, Capt. H. A. Sisson; Philadelphia, Capt. A. E. Huff; Lycoming, Capt. L. Wright, formerly mate of the Japan; Alaska, Capt. M. Rowan, formerly mate of the Susquehanna, Conemaugh, Capt. H. O. Miller; Conestoga, Capt. F. Bloom, formerly mate of the Philadelphia; Delaware, Capt.P. O'Neil; Juniata, Capt. Dall Ryder; Wissahickon, Capt. H. Durker; Codorus, (now building), Capt. John McCarthy, from the Lycoming; Schuylkill, (now building), Capt. John Doherty, from the Alaska; Mahoning, (now building), Capt. C. Christy, from the China.

VESSEL TRANSFERS.

Among the recent transfers of ownership in vessel property are Candler Bros. to Capt. Alvin Neal, steambarge Mineral Rock; Candler Bros. to Capt. Thomas Pink and George E. Abram, barge Sweepstakes, J. P. Sullivan to Capt. Alex McDougall, barge Monitor; W. J. Otter to W. H. Hargrave, schooner Typo, $6,000; Hugh Coyne to B. F. Comfort, schooner Mont Blanc, $4,500; James Law to Louis Talbot, schooner M. P. Barkalow, $3,000; D. B. Milton and others to Wolverine Barge Co. of Delray, steamer Nashua, $15,000; G. W. Balch to Charles and W. H. Whitaker, 1-16 of steamer Byron Whitaker, private terms.

Johnson Brothers, of the Ferrysburg Steam Boiler Works, have been kept very busy since the close of navigation. As an indication of the amount of work carried on at that point, we print the following resume:

Winter of 1891-92, fire box, marine boiler, 5 ft. 3 in. by 10 ft. for the tug Meistee, of Grand Haven, Mich. Fire box, marine boiler, 8 in. diameter and 14 ft. long for the tug Charneley, of Green Bay, Wis. Fire box, marine boiler 8 ft. diameter and 12 ft. long, for the steamer A. R. Colbourne, of Michigan City, Ind. Fire box, marine boiler, 5 ft. 3 in. diameter and 10 ft. long, for a new tug built by Riebolt & Wolter, Sheboygan, Wis. Fire box, marine boiler, 8 ft. 6 in. diameter and 12 ft. long, for steamer T. S. Faxton, Mackinac Island. Fire box, marine boiler, 7 ft. 6 in. by 14 ft., for a new steamer being built at Robinson's shipyard, Grand Haven, for Captain Webb, of Traverse City. Fire box, marine boiler, 6 ft. 6 in. diameter and 12 ft. long, for a new steamer being built by Captain Kirby, of Grand Haven, Mich. Fire box, marine boiler, 6 ft. diameter and 12 ft. long, for a new steamer now being built at Robinson's shipyard for Charlevoix, Mich.; 5 ft. by 8 ft., Scotch type, marine boiler, for steamer being built in Chicago for Peter Peterson, of Racine, Wis. They have also contracted with Captain T. W. Kirby for one of their patent yacht boilers for the steamer yacht Sprite; also, new fire boxes, etc., in each of the boilers in the steamers City of Grand Rapids and John Otis, wintering at their dock, together with the steamer T. S. Faxton, which got her new boiler in this week. In addition to the above they have made repairs on the steamer City of Milwaukee and other steamers along the lake, besides a large amount of stationary work taken through their Chicago agency at No. 2 South Canal street. Also, six upright marine boilers for steam yachts.

ASHLAND, WIS.

Special Correspondence to The Marine Record.

Ore is already coming in from the Gogebic range and the chutes will soon be again ready for work at loading. The Norrie will probably ship over a million tons of ore this season and has now over a quarter of a million in its stock pile, with an increasing output daily. This will no doubt be Ashland's banner year as an ore shipping port, and all hands are preparing for it.

S. M.

A new firm in the vessel brokerage business has established itself at Duluth with a view to taking part in the increased development of trade, which is showing itself on all sides in this rising city. I refer to Messrs. King & Co., whose principal, Mr. W. F. King, is one of the most experienced vessel agents on the lakes, and who was for some years working in connection with the Lackawanna line of steamers at Chicago. I wish the new firm every success, and have no fear that their friends will forget them.

The display of wind signals on Lakes Erie and St. Clair was resumed on April 5th, instead of on the 15th as previously announced. They will now be kept regularly flying at all ports in the above sections.

PROPOSALS.

TREASURY DEPARTMENT, WASHington. D. C., March 11, 1892. Sealed proposals for constructing two steam launches for the United States Revenue Cutter Service, for Puget Sound, will be received at this Department until 2 o'clock p. m., Saturday, April 23, 1892. Bids must be in accordance with the instructions accompanying the specifications, and be addressed to the Secretary of the Treasury, and be indorsed on the envelope, "Proposals for Steam launches for Revenue-Cuttter Service." Specifications for the work will be furnished to parties desiring to submit bids, upon application to the Department and to the collectors of customs at San Francisco, Cal., and Port Townsend, Wash. The right is reserved to reject any or all bids and to waive defects, if deemed for the interest of the Government so to do. O. L. Spaulding, Acting Secretary. 3-24-4-7

WASHINGTON, D. C. AND RETURN.

The Nickel Plate will sell excursion tickets to Washington, D.C., and return, via Buffalo, Harrisburg, Philadelphia and Baltimore, on Monday, April 18th, at very low rates. Tickets will be good returning until April 28th. Holders of excursion tickets have option of returning direct via Baltimore and Harrisburg, or via Baltimore and Philadelphia, with privilege of stop-over at both places within the limit of the tickets.

Privilege of returning via New York within the limit of the tickets will also be granted, upon payment of a small additional sum to the agents of the terminal lines at Washington.

Railroads centering in Washington will offer excursion tickets on this occasion at very low rates, to the many places of interest on their lines, among which the most prominent are Richmond, Old Point Comfort, Petersburg, Norfolk, Mt. Vernon, etc etc.

Arrangements have been made for reduced rates at the principal hotels in Washington. Through sleeping cars will be attached to this train from Buffalo to Washington.

A better time for a visit to the National Capitol could not be selected, the political and social season is at its height, Congress is in session and the galleries of the United States Senate and House of Representatives, as well as other public buildings, are open to visitors.

For rates and other information call on Nickel Plate agents. 3. 31. 4. 14.

WESTERN TRAVEL ON THE NICKEL PLATE.

Numerous letters of inquiry for information relative to rates and routes to the west, received at the general ticket office of the New York, Chicago & St. Louis Railroad in Cleveland, O., indicates an increasing desire to seek homes in some of the new states recently admitted into the Union. With fully matured state governments, those of our people who contemplate a future home in the great west, feel a greater confidence in investing than was felt under their uncertain futures as territorial governments.

North of Utah and south of the British possessions, the entire distance from the Atlantic to the Pacific Oceans may be traversed within the boundaries of free and independent states of the American Union. In any of these, west of the Great Lakes, fertile farming lands may be secured at a nominal cost, and with the almost innumerable towns and cities which from year to year spring into oppulent existence as if by magic, it is a matter of no surprise that many of our most energetic and ambitious citizens become restless and dissatisfied in our over-crowded communities, and aspire to enjoy the advantages offered, not only to the agriculturist or stockman, but in almost any of the branches of industry which spring into successful existence wherever the plow point is entered, or the miner's pick lays bare the treasures of the earth.

Special care has been taken to supply all ticket offices of the Nickel Plate with maps and printed information of interest to those contemplating a home in any part of the west, and also their facilities for ticketing passengers and checking baggage to any point in the United States, Canada or Mexico, are ample. If the information desired is not in possession of the agent when called for, the same will be procured at once, and by telegraph if necessary. Special advantages in rates may be secured at any time by consulting agents of the Nickle Plate. t May 1.

ORGANIZED 1881.

Michigan Fire and Marine Insurance Co.,

DETROIT, MICH.

CAPITAL, - - - -	$ 400,000
ASSETS, - - -	900,000
LOSSES PAID, over - -	1,500,000

D. WHITNEY, JR. PRESIDENT. EUGENE HARBECK, SECRETARY.

This Company will transact a Hull and Cargo business on the Lakes during the season of 1892.

LOSSES PROMPTLY PAID. INSURE IN A STRONG HOME COMPANY.

MARINE AND INLAND INSURANCE.

Atlantic Mutual Insurance Company,

(ORGANIZED 1842.)

Office, 51 Wall Street, NEW YORK.

INSURES AGAINST MARINE AND INLAND TRANSPORTATION RISKS AND WILL ISSUE POLICIES MAKING LOSS PAYABLE IN ENGLAND.

Assets over $10,000,000.00, for the Security of its Policies.

The profits of the Company revert to the assured, and are divided annually upon the premiums terminated during the year; thereby reducing the cost of insurance. For such dividends, certificates are issued bearing interest until ordered to be redeemed, in accordance with the charter.

J. D. JONES, Prest. W. H. H. MOORE, Vice-Prest. A. A. RAVEN, 2nd Vice-Prest. J. H. CHAPMAN, Secy

F. P. BUDDEN, President. W. E. VOLZ, Secretary & Treasurer.

SOUTH BROOKLYN STEAM ENGINE WORKS.

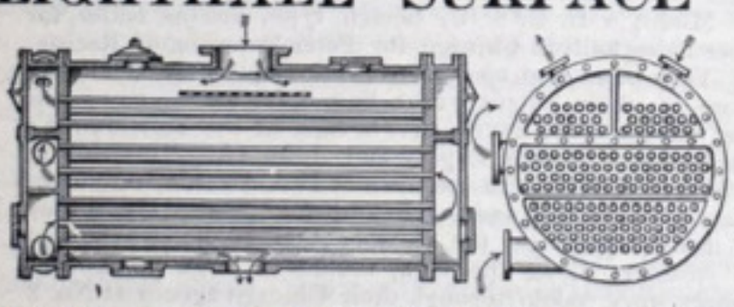
SUCCESSORS TO WILLIAM A. LIGHTHALL. VAN BRUNT & SUMMIT STREETS,

LIGHTHALL SURFACE CONDENSERS.

BROOKLYN, N. Y.

BUILDERS OF THE

Pat. Combined Surface Condenser and Feed Water Heater.



Lighthall Surface Condenser with Cobb's Improvements. Light Weight Brass Condensers a Specialty. Also Feed Water Heaters, Tube Heads, Screw Glands, Packings, Etc.

Builders of Brass and Composition Surface Condensers for U. S. Cruisers MAINE, No. 11, Gunboats Nos. 5 & 6, CONCORD and BENNINGTON and HARBOR DEFENCE RAM.

H. B. & G. B. BURGER,

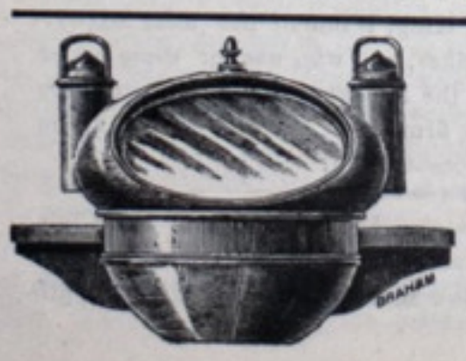
SHIP-BUILDERS & CONTRACTORS.

MANITOWOC DRY DOCK.

Dry Dock will admit Vessels of 1100 tons drawing 12 feet. Have also a set of Boxes in connection with the Shipyard capable of lifting Vessels of 350 tons. A large stock of SPARS constantly on hand. LARGE SPAR DERRICK.

Vessels Docked and Repaired on Reasonable Terms.

MANITOWOC, WIS.



FRANK MORRISON, COMPASS ADJUSTER

AND MANUFACTURER OF

NAUTICAL INSTRUMENTS.

COMPASSES. BAROMETERS, PATENT LOGS. BINNACLES, STEAM GAUGES, MARINE GLASSES, ENGINE INDICATORS.

All Nautical Instruments Carefully Repaired.

Office with Upson, Walton & Co., 161 River St., Cleveland, O.

Insurance Company of North America.

INCORPORATED 1794.

CAPITAL, PAID UP IN CASH, -	$3,000,000.00
ASSETS. - - - - -	$9,273,220.00

CHARLES PLATT, President. WILLIAM A. PLATT, Vice-President.
EUGENE L. ELLISON, 2nd Vice-President. GREVILLE E. FRYER, Sec'y & Treas.
JOHN H. ATWOOD, Assistant Secretary.

LAKE MARINE DEPARTMENT.

GEORGE L. McCURDY, MANAGER. CHICAGO, ILLS

CAPITAL, $300,000.

THE MARINE BANK COMPANY,

CLEVELAND, OHIO.

INCORPORATED IN 1891 UNDER STATE LAW.

Successors to E. B. HALE & CO., established in 1852.

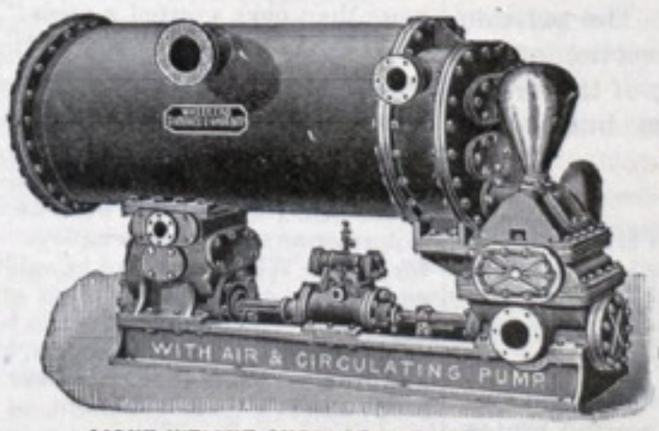
DIRECTORS.

W. H. BARRISS, President. C. E. BURKE.
H. C. RANNEY, Vice-President. THOS. FITZPATRICK.
W. B. HALE, Cashier. MARTYN BONNELL. THOS. H. WHITE.

Would be pleased to meet or correspond with any one whose present Banking relations are not entirely satisfactory, or who, for any reason, propose to open a new account.

We promise to make every effort to make our Bank a safe, agreeable and profitable place to do business.

WHEELER CONDENSER AND ENGINEERING CO.,



92 & 94 Liberty St., NEW YORK.

Proprietors and Manufacturers of

WHEELER'S IMPROVED

Patent SURFACE CONDENSERS

ALSO THE

Wheeler "Admiralty" Condenser,

WITH PATENT SCREW GLANDS,

The Wheeler-Lighthall Condenser

With Patent Waterproof Packing.

LIGHT WEIGHT SURFACE AND JET CONDENSERS, FOR STEAM YACHTS, ETC., A SPECIALTY

BUFFALO SIGNAL LAMPS,

For Steamers and Sailing Vessels.

PATENT FLUTED LENS AND PERFECT COLORS.

GET THE BEST AND AVOID COLLISIONS.

MANUFACTURED BY

RUSSELL & WATSON,

Successors to FELTHOUSEN & RUSSELL.

139 & 141 Main St. BUFFALO, N. Y.

SEND FOR CATALOGUE.

PEARSON'S DUMB COMPASS.

The most essential instrument for Mariners to find the COMPASS ERRORS; with full instructions how to use it.

Manufactured by L. BECKMANN, 319 Adams Street, TOLEDO, OHIO.

LIBERAL DISCOUNT TO THE TRADE.

Also full line of BAROMETERS AND MARINE GLASSES.